Triumph Mayflower Club

TRIUMPH

Mayflower

CLUB

WINTER ISSUE 2018 No. 160

FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB

Club Officials for 2017-2018

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When writing to a committee member and you require a reply, please enclose a Stamped Addressed Envelope. Please note that all the above committee members fulfil their positions in their spare time and not as a full-time occupation, so when contacting them other than by letter, please ensure that you choose a reasonable time of day

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Cover: John Castle's Mayflower at the Hinckley Classic Motorshow held in September, 2017

The information contained within Flower Power is the view of the writers and not necessarily those of the editor or the Mayflower Owners Club. Every effort is made to ensure the accuracy of the information contained, however use of such information is entirely at the members own risk and neither the club nor any individual shall in any way be liable for injury, loss or damage resulting directly from the use of such information.

ANNUAL GENERAL MEETING

This year we are holding our AGM at the Triumph Sports Six Club's headquarters in Lubenham, Market Harborough. This is where our club now keeps all its Spare Parts. Full details are on Page 16. All members are welcome to attend and to have a say and indeed it would be great if anyone felt they could volunteer a little help to the running of the club. This is your opportunity to come along and say so. The committee, as is usual, will all offer there positions for re-election and any new nominations or offers to stand again for positions are taken on the day without too much formality. *The premises will be open from 11.00 am for members who wish to purchase spares.*

AGENDA

1. Apologies
2. Minutes of the last meeting — any action from these minutes
3. Chairman's report
4. Officers' reports: Secretary's; Treasurer's; Spares Secretary's and Regalia's
5. Election of Officers and endorse next year's committee
6. Membership fees
7. Rally matters
8. Website ideas
9. Any other business

SUNDAY 25th MARCH 2018

TSSC, Main St, Lubenham, Market Harborough Leics LE16 9TF at 12.30 pm

SORN regulations

by Paul Burgess

WHEN I WAS researching the status of TMC UK Mayflowers with the aim of finding out how many were potentially on the road I noticed that some were neither taxed or subject to a SORN notice. I therefore thought it might be useful to reproduce the regulations regarding SORN for members here:

When you need to make a SORN

You need to make a SORN (Statutory Off Road Notification) when you take a vehicle 'off the road' and you want to stop taxing and insuring it.

Your vehicle is off the road if you don't keep or use it on a public road, for example if it's in a garage, on a drive or on private land. You must make a SORN in any of the following situations:

- Your vehicle isn't taxed
- Your vehicle isn't insured (even for a short time, for example because there's a delay renewing your policy)
- You want to break a vehicle down for parts before you scrap it
- You buy or receive a vehicle and want to keep it off the road (you can't transfer a SORN from the previous keeper).

You don't need to make a SORN

If you have been sent a V11 reminder letter for a vehicle you have already sold. You will receive confirmation that you no longer have the vehicle within four weeks of telling DVLA you have sold it.

You must insure and tax your vehicle if you do not have a SORN. If you do not, you will automatically be fined £80 for not having a SORN. There is also a fine for having an uninsured vehicle.

Check a SORN

You can check a vehicle's SORN status online on the DVLA website.

Making a SORN

You can make a SORN online, by phone or by post. When a SORN starts depends on how you apply for it — your SORN will start:

- Immediately if you use your V5C reference to apply online or by phone
- On the first day of the next month if you use your V11 reference to apply online or by phone
- On the date you put on the form if you apply by post.

Your SORN is automatically cancelled when you tax your vehicle again or it's sold, scrapped or permanently exported. You don't need to renew a SORN. Your vehicle must stay in the UK for your SORN to be valid.

After you make a SORN you will automatically get a vehicle tax refund for any full remaining months. You will get this within six weeks of making a SORN.

You can only drive a vehicle with a SORN on a public road to go to or from a pre-booked MoT or other testing appointment. You face court prosecution and a fine of up to £2,500 if you use it on the road for any other reason.

Archive

John Castle and I have pooled our collections of Flower Powers and we think we have a copy of all of the club magazines from number one in 1974 to the current issue. This archive has been housed at the Triumph Sports Six Club along with the club spares.

Paul Burgess (1200)

Copy dates

Copy deadlines to send your articles for the next editions of *Flower Power* are April 1; and September 1. All correspondence should be sent to Nico ten Wolde by post or by e-mail in English, German, French or Dutch.

Welcome to new members

1236 David Spence, Stanley, Co Durham
1237 Jimmy Hamilton, Portadown
1238 Herbert Martin, Oamaru, North Otago, New Zealand
1239 Mark Smith, Loughborough
1240 Stewart McGregor, Wetcraigs, Blackridge
1241 John Lawrence, Weston-super-Mare
1242 Andy Breckon, Alverstoke, Gosport

Chairman's report

by John Castle

Hello all

Firstly I would like say thank you to Paul Burgess for the way he has got the spares down from Brian's and organised them at Lubbingham, it is a credit to him and a new beginning for the spares.

If you would like to come to your AGM in March at Lubbingham you could see for yourself and maybe buy a few spares!

As you might know Chad Brown is moving to Birmingham and selling his narrow boat that has been his home for 20 plus years and his cars and motorbike and side car.

So if you would like to buy a motorbike and side car or an Austin Lichfield or a camper van or a Mayflower get in touch with Chad. We wish him a long and happy retirement. I expect we will still see him at the rallies.

The Annual Rally with the Renown and Roadsters is on Sunday, June 17, 2018 at Claydon House (National Trust) in Buckinghamshire with the dinner the night before at The Bell in Windsor. If you need more details please get in touch.

I am acting Rally Secretary at the moment but unfortunately have no details of the Ripon show as yet but I will inform you as soon as I know.

I am also Regalia Secretary so if you need anything — a list is on the web page — get in touch.

I would like to say on our behalf a big thank you to the TSSC Club for making room for the spares and welcoming us to their premises.

Our web page is coming on in leaps and bounds and I would like to say a big "Thank You" to Robert Davies and his son, Andy, who have worked miracles.

Finally please polish your cars and try to join us at the rallies in the coming year.

Wishing you all a VERY HAPPY NEW YEAR.

Regards John

TRIUMPH MAYFLOWER CLUB REGALIA & MANUALS

MUGS	£5.00
T SHIRTS	£10.00
POLO SHIRTS	£15.00
SWEAT SHIRTS	£22.00
PEN	£3.00
BINDERS	£6.00
CAPS	£8.00
MOUSE MATS	£5.00
WOVEN BADGE	£3.00
KEY FOBS	£3.00
STICKERS	£1.00
LAPEL BADGE	£3.00
SERVICE MANUAL (only 3)	£35.00

Also have Magazine Binders and Car Badges

Available from:

John Castle 01455 613041 or john_castle@btinternet.com

WANTED

To really finalise the restoration of my Mayflower I am looking for the following parts:

*** REAR BUMPER**
*** WHEEL BRACE**
*** PETROL CAP**
*** RADIATOR GRILLE**

Please send me an e-mail/give me a call if you have any of these parts available

Nico ten Wolde
nicotenwolde@me.com
+31 653947739

Letters

Portugese find

Dear Ed,

I spotted the attached for sale in Lagos, Portugal, this morning. I thought your club might be interested. There is superficial rust on the roof but otherwise the bodywork is solid.

Regards
Mark Wright

Hi John,

It has a UK tax disc, which expired on March 31, 2007. The registration number on the tax disc matches that on the car.

It is sitting next to a 1970s Jaguar, which is Portuguese registered but was produced for the UK market as the steering wheel is on the right. That is also for sale so I suspect the owner of both is an expat. They are in a very dusty car park behind the boatyard.

Regards
Mark

Good evening and thank you so much for sending that information. I shall send it straight to the member who publishes our magazine, however the next edition will be around Christmas.

I was trying to identify the tax disc. The vehicle appears to have UK registration plates but the club has no record of this vehicle.

Have a good evening
John Oaker

Please help

Dear John (Oaker),

My father owned a Mayflower many years ago, it was a grey one with LUE as part of its registration number.

I am asking if there is anyone out there who could help and be part of my dad's 70th birthday surprise by having the car appear or be used on his big day. The date is November 3, 2018 and we live in Wellingborough, Northants.

Other details can be sorted later via e-mail and mutual arrangement.

Thank you
Melanie Hartung
meljhart88@gmail.com

or please contact John Oaker if you are able to help

Letters

Spares update

Hi Everyone,

As you may be aware I am in the process of compiling a directory of companies who may be able to supply parts or services for the Mayflower. I have attached a copy of the first issue of this directory in case it may be of use to you. If you have any additions please let me have them.

As you may also be aware, I have taken over the role of Spares Secretary for the club as no one else was foolish enough to do it. The spares have now been collected from Brian in Darlington and moved to their new home at the Triumph Sports Six Club HQ at Lubenham in Leicestershire.

After about 50 hours work I have largely identified, sorted and organised what there is and hope to issue a spares catalogue in the next two or three weeks.

My aim will be to stock used/NOS parts which are no longer available (where possible), look at remanufacture where feasible (and when funds are available) and direct members to suppliers of parts which are still on the market (hence the Parts & Alternatives Booklet and Directory of Suppliers).

Anyone with spares they no longer have use for and are willing to donate (or sell when I get some income) please get in touch.

Regards
Paul Burgess

NEW & SECONDHAND SPARES

NOW AVAILABLE FROM

Paul Burgess
E-mail:
pburgess1956@gmail.com

Fitting new quarterlight rubbers

Hi All,

It is some time since I wrote for *Flower Power* and although not exactly Mayflowering I thought that members would like to see this as it is funny what you come across when you are out and about.

On a recent visit to Buckingham Palace (no I was not summoned) as a paying visitor we ventured into the Buckingham Palace Mews, the place where all the Queen's coaches and vehicles are kept and looked after by 450 staff all doing different tasks.

The State coaches were the first things we came across and then I sore this Daimler and my eye and thoughts immediately thought of Mayflowers, no not because the Queen has one or ever wanted one, although they have been called the poor man's Rolls-Royce more than once.

I was drawn to the roof light which is actually a Triumph Mayflower back light pod and started thinking that no matter what happens in this world a part of a Triumph Mayflower will always be in history and cared for in the best of places (that is for those who know what it is).

When I got home and downloaded the photo to my computer I was amazed to find that three of the five vehicles pictured in the background also had the light pod on the roof which all happen to be Rolls-Royces.

Obviously the prestigious car clubs have a claim in the Queen's household and now, we the Triumph Mayflower Club, have a toe in there as well!

Happy Mayflowering
Regards
Howard Pryor 551

WANTED
YOUR CONTRIBUTION

Any stories about Your Restoration, Your trip to a Rally, Your day out Your Mayflower — *Please send them to the Editor*

Letters

When a Mayflower turned into a Renown!

Dear Ed,

Look what I found in a garage about 10 miles from my house – a Renown wedding car, complete with rose plush upholstery. I was at a British car show up in Middleburg (got another First in Class) and a fellow stops by and says "There's a guy in Manassas has a Mayflower in his garage and gave me the name.

I tracked down the address and lo and behold it's a Renown instead. The guy is a Morgan devotee with no less than *five* Morgans in various stages of repair sharing the garage with the Triumph.

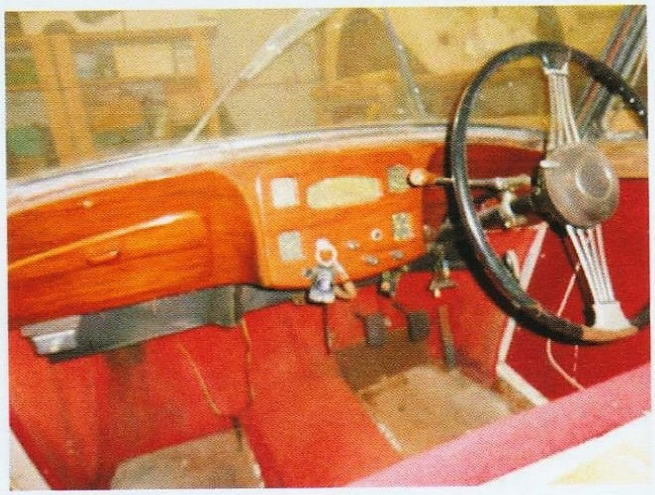
He bought it for the motor, transmission and running gear which were used in Morgans. All the bits and pieces seem to be present and there are no dents, although the doors don't quite close flush, which could indicate some sag in the frame.

What wood framing I could see appeared to be in good shape. As you know, many panels are aluminum. I'm guessing it would take $20-30,000 to restore it. The owner said he could be persuaded to part with it.

He paid $3500 for it some years ago, not including shipping from the motherland. Should you know of anyone interested, I can get more information.

On another subject, is there any progress on recruiting candidates to have wing window rubbers made?

Warm regards
Dave Rutherford, Virginia, USA



NEW & SECONDHAND SPARES

NOW AVAILABLE FROM

Paul Burgess
E-mail:
pburgess1956@gmail.com

Annual Rally 2018

by Tim Newing, Triumph Roadster Club

OUR CLUB'S Annual Rally this year will return to our "normal" weekend on Sunday June 17. Once again we will be joining the Renowns and Roadsters. ***Please save the date in your diaries!***

The venue is the Claydon Estate in Middle Claydon, Buckinghamshire MK18 2EX. The National Trust property of Claydon House is on the estate and the rally site is nearby on a large field just by the haha that protects the house and with views across the estate and down to the artificial lake. Nearby is the church of All Saints.

The estate has been the ancestral home of the Verney family since 1620 and members of the family still live in part of the South Wing. Both the house and church have memorabilia relating to them. There is also an exhibition in the house dedicated to Florence Nightingale who was a frequent visitor as her sister was married to Sir Harry Verney.

The estate website says: "Often referred to as 'an unexpected Georgian jewel', Claydon house is a fascinating testament to 18th century extravagance. Its unassuming exterior hides some of England's most extraordinary interiors; soaring double height rooms crowded with intricate carvings of fanciful creatures and exotic designs."

Entrance to the rally this year is £10 per car as we have to pay the estate for the use of the field. After that normal rates apply for visits to the house (so if you are a National Trust member that's free!) The gardens that were laid out by a pupil of Capability Brown are maintained by the estate so there is a separate charge for those of £6 per person (or £5 if you are a National Trust member).

The night before the rally our Annual Dinner will be held at the Bell Hotel in the old market town of Winslow about five miles (15 minutes) away. The hotel is very used to hosting car clubs and the owner has a Model T Ford that was parked outside on the pavement when I was last there. There is an ample secluded car park and they will section part off for the Triumphs. The three course dinner will be £25 per head and followed by tea and coffee.

As usual I have reserved a number of rooms, but mention the Triumph Club to get the special rate of £80 double or £62.50 single (bed and breakfast) The number to call is 01296 714091.

Several of our members have commented that they would like to attend the rally but it is for them a long way to come for a one day event so this year, if there is sufficient interest, I plan to organise a full weekend for those who want it. The plan would be to meet on Friday afternoon in Winslow and have a dinner that night and then drive around the Cotswolds (but not in convoy!) seeing places of interest during the day, returning to Winslow in time for the Annual Dinner in the evening.

The rally itself will occupy the Sunday and many people tend to stay the extra night. Bar food will be available then. If you are interested in this please let me know ***before the end of January please*** so I can gauge numbers and plan accordingly.

Events@triumphroadster.org.uk)

Mildred Mayflower comes to stay!

by Mark

IT WOULD BE no use hiding the fact that I had a love/hate relationship with the Triumph Dolomite. It was a great shame. The Dolomite was a pretty looking car by 1970s standards. It was, we are told, a fast car too.

It was designed to take on the models being produced by the German automobile manufacturer, BMW. I recall a friend buying a Triumph 1500 which may or may not have bourn the "Dolomite" label but I can't remember and I'm afraid I am not that well versed in the multitude of similar cars produced by British Leyland under the Triumph name but his car was great! It ran well, drove well and looked fantastic in white.

My Dolomite was nothing like that. Oh yes, it looked good but under the skin it was a mess. It is well known that these cars leaked oil even before they left the factory but mine had multiple leaks brought on by age and lack of maintenance over the years before it came into my hands.

I did what I could. I had the gearbox rebuilt, I had the springs and shock absorbers replaced, I overhauled the brakes and did the best I could to patch up the rusting front wing tops but the transmission needed majorly overhauling as did the engine.

It didn't smoke but it was very noisy and not a pleasant place to be at over 50 mph on any road. Driving it at speed gave me a headache. But don't misunderstand me, I *liked* the car.

Something lacking

I used to love pottering around the town in it or driving on our local country lanes. It was comfortable, never found a Triumph of the period that wasn't. The best seats of any British marque and model in the 70s. It was roomy inside too but something was lacking.

I can't put my finger on it but this particular example of the Triumph Dolomite just didn't do it for me. I tried, really I did but when the engine started playing up for no apparent reason and even conked out on the way to a local car meet one Saturday lunchtime recently, that was it. It had to go.

They say that every cloud has a silver lining and it seems that whoever 'they' are, 'they' were right!

The evening of the same Saturday that the Dolomite through its toys out the pram, I saw a Post on Facebook by a friend who shared an advert he had just put on a classic sales site advertising his 1952 Triumph Mayflower. It was love at first sight!

I knew this was the car for me and contacted him straight away and said I wanted it. Only slight hiccup was the small matter of having to sell the Dolomite first due to the classic enthusiasts nemesis, lack of storage space and money!

Space was the main issue but if I could off-set the cost of buying the Mayflower by at least getting some money back on the Dolomite, that would be a big bonus. My friend explained that the car would not be going anywhere as he was off on holiday the next day so immediately I listed the Dolomite on eBay and sat back and waited.

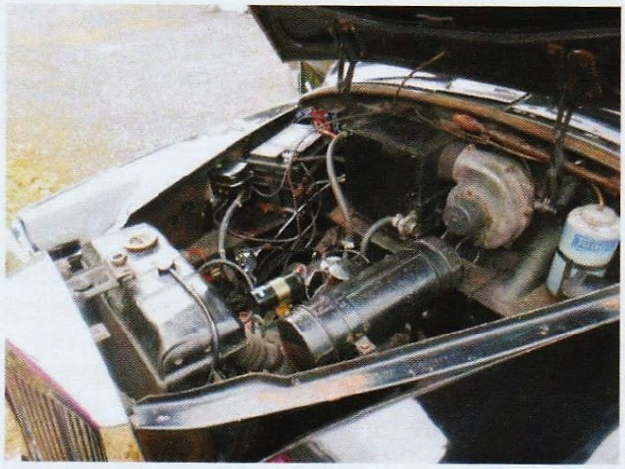
Waiting for the bids

I had some 120 people watching the car so, despite the lack of bids, I felt confident. Sat watching the screen as the auction wound down, waiting for the bids to flood in at the last minute . . . but they didn't! I had three bids but they didn't reach my reserve.

As I wondered what to do next, I had a message from a fourth person asking what I would take for the car. I gave him a figure and he responded with a lower offer but it was greater than the highest bid so I accepted it.

I rang the gentleman and told him at length the full in's and out's of the car, I wanted him to know exactly what he was buying. He said he would think about it, which was fine with me, wouldn't want anyone to buy something they were not sure about.

I suggested either ring or text me by 9.00 pm the next evening with an answer and there would be no hard feelings if he decided not to buy the car. The next evening, I waited for his answer. The evening bore on and eventually I



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I thanked him for letting me know and sat back to think what my next move should be. I

decided to contact the highest bidder and offer it to him. I had just done so when I had another text from the other man saying he had changed his mind and would be up the next day with a trailer to collect the car.

I apologised to the highest bidder and explained what had happened and he was very good about it. The next day the prospective buyer was as good as his word, collected the car and paid the agreed sum.

All in all it was a good result. Yes I would have liked more for the car but I think it went for what it was worth and I recouped what I had spent on it so I broke even. The next issue was how I was going to get the Mayflower over from Wolverhampton.

This issue was very generously solved for me when my friend said he had a friend with a vehicle transporter and he would meet me with the cost. The fee was £150 but if I agreed to pay £50, he would stand the rest. What a nice chap! I didn't have to think twice about that one!

Ian then contacted his friend Nick who said he could deliver the car on Saturday, September 23, if that was okay with me. Again, didn't have to think about that twice either!

It was a long week. I didn't think Saturday would ever arrive! Eventually it did but it was going to be a hectic morning. Georgia had a Brownies seaside trip so had to be at the meeting place for 8.30 am and our family Citroen had to be at the dealership by 9.00 am for an MoT and service.

Luckily, the meeting point for the Brownie's trip was not far away so Christine walked Georgia there and I drove the Citroen to the garage. I then had three hours to kill.

There was no point in walking home as by the time I would have got there, it would be time to turn around and head back. Luckily, I had taken the latest book I am reading about Donald Campbell and the Bluebirds and the time went by fairly quickly.

I left the dealership just after noon and stopped by our local corner shop to pick up the Saturday paper. The shop is run by a lovely family and I had told the owners son about the Mayflower so he asked me how things were going.

I showed him a photo on my phone and explained that I was off home now to await the arrival of the car. He suddenly looked out the window and exclaimed, "It's just arrived!"

I turned in surprise and followed the direction of his gaze and blow me down, he was right! Nick had stopped right outside the shop and was waiting to turn right into the road that our road is off of!

I hastily bid farewell and charged out the shop, called to Nick and Ian who was following the transporter in his own car and tried to cross the road to the Citroen parked opposite.

Why is it when you are in a hurry, an otherwise fairly quiet road turns into a slip road for

the M1! It seemed to take me ages to get across to the car but eventually I made it and I pulled out to follow them both to our house.

I had told Nick it would be a good idea to back down our road as it is a cul-de-sac and he would struggle to turn around at the bottom. He managed this without incident despite the huge amount of cars parked on either side of what is a narrow road at the best of times and preceded to unload the Mayflower which Ian had informed me was known as 'Mildred'.

This was the first chance I had so far to see the car in the metal and it was everything I had been told it was. The car is solid, structurally sound and just in need of some TLC to the bodywork. Nothing nasty, just some surface rust here and there. The inside is lovely but needs a new headlining.

This car is just right, in good enough condition to drive as it is (subject to the fitting of a supplied new master brake cylinder that I was aware of before buying) but enough little jobs to keep a fettler occupied.

The car was unloaded and after having a gook look around it, Ian started it up. What a lovely sounding engine! It purrs! Nothing like the engine of the Dolomite. Nick had to set off for home but Christine and I got in the Mayflower and Ian drove us round to my lock-up garage where I was introduced to Mildred properly.

Afterwards, I had my first go at driving her as I backed her into the garage and locked her up safe and sound. I can't wait for a proper drive in her but that will have to wait for another day.

After checking that the garage was secure, the three of us walked back to our house and Ian and I completed the paperwork. I had swapped the insurance over from the Dolomite to the Mayflower on Friday, taking effect from noon Saturday and during the afternoon I went on-line and sorted the tax out on the DVLA site.

The car is now officially mine and is legally ready for the road once the braking issue has been fixed. It goes without saying that I can't wait to take my first proper drive in Mildred but this will be dependant on when Wally at my local garage can get her in to swap the master brake cylinder. Hopefully he can fit the car in during this coming week.

So, there we are. The Dolomite has gone on to pastures new and hopefully will get the care and attention I was unable to give it in the end and Mildred Mayflower has entered our lives. Mildred is like an elderly Great Aunt; stately, dignified, a bit frilly round the edges and probably going to be grumpy at times but no doubting she is one of the family.

TMC Spares

by Paul Burgess

YOUR CLUB SPARES are now housed at the Triumph Sports Six Club HQ in Lubenham, Leicestershire. They have been sorted and catalogued and you will receive a regularly updated list of available spares from me by e-mail. If anyone has any spares they no longer need and would like to donate/sell to the club please contact me.

If you are having trouble locating a part you need please let me know and I will do my best to source it. I am currently waiting for funds to build up so that I can have some windscreen rubbers made.

I am trying to get an agreement from the Standard Motor Club to get some sort of collaboration on spares and TROC have offered a collaboration on the possibility of getting some overriders manufactured.

During the process of sorting and cataloguing the spares I came across a few items that I did not recognise and couldn't find in the Spares List book.

Here are a few of them. If you recognise them please let me know what they are. (There were some non-Mayflower spares amongst the stock so they might not be Mayflower!)

Please go to Page 12

Letters

High flyer!

Dear John (Gogay),

I saw the attached while driving through Swainsboro in Georgia (USA). I called the number on the sign on the car but they are out of business.

I called Chamber of Commerce who gave me another number. I left a message and am waiting for call back, will forward any information that I may get.

Bud Elder, Florida, USA

Please let me know if you recognise any of these parts

Thanks — Paul Burgess

pburgess1956@gmail.com

Coventry Car and Motorcycle Day and Heritage Weekend

by Paul Burgess

COVENTRY CAR DAY is an annual event organised by the Coventry Transport Museum for cars made in Coventry. This year it was extended to include other cars as well. There is an optional 30-mile run in from Coombe Abbey which sets off at 9.15 am.

My usual navigator not relishing a 7.30 start, John Castle offered to sit in the co-driver's seat. The weather forecast was not good, being for heavy, possibly thundery, showers from lunchtime.

Saturday morning, 7.15, I was just about to get the car out to go and pick John up when my mobile rang. It was John having to cry off as he'd picked up an injury playing bowls the night before. I didn't know that bowls was a contact sport, John!

Fortunately I had asked for a copy of the route for the run the week before just in case I hadn't got a navigator and had programmed it into my sat nav, a recently acquired skill.

So, after an unplanned cup of coffee to fill in a now spare 15 minutes I headed off down the Fosse Way to Coombe Abbey for the start. A pleasant, incident free journey in brilliant sunshine marred only by the really vicious sleeping policemen that Coombe Abbey employ on their long drive.

There looked to be about 60 cars participating in the run including a couple of 1920s Singers. Complementary tea and coffee and nice chats with some of the other owners were followed by a briefing about the run and the day and then we were off.

I started about a third of the way down the convoy behind a 1928 Singer Junior and in front of a Triumph TR7 (also without navigators I later discovered).

We did well for the first eight or nine miles until the Singer missed a turn, having lost sight of the cars in front. So I was now section leader for the cars behind me.

All went well for the next few miles (even your first gear hill at Stoneleigh, John sailed up it in second) until the route instructions told us to turn right at a no right turn!

The sat nav handled it fine by taking me up to the roundabout with the A46 a hundred yards (sorry, metres) or so up the road and bringing me back to turn left into the correct road.

All the cars behind me, however decided to turn right on to the A46. So I completed the route on my own and arrived at the museum at about 10.30 ready for the complementary toasted teacake and coffee and the first rain shower at 11.30.

There were about 80 cars split between the Transport Museum and Broadgate and a good number of spectators despite the weather which was, as forecast, light and heavy showers with sunny intervals.

I discovered in the rain that I hadn't in fact sealed the leaks in both corners of the windscreen but had at least reduced the flow. That's another item on the to-do list!

After a brief sunny spell looked like coming to an end I left at 3.30 to try and negotiate Coventry's nightmare ring road in the dry. All in all, a very pleasant day out.

Letters

New member

Dear Nico & John,

I have been passed your contact details by Paul Burgess who I met recently. I now own a 1952 Mayflower and have just completed my club membership form which I shall be posting tomorrow morning.

I am an active on-line member of the hugely successful Facebook based Enthusiasts of British Vehicles Pre-1985 and have recently written a couple of Blogs about taking delivery of my Mayflower and my families first trip out in it yesterday.

I understand you are always looking for contributions from members for the club magazine so wondered if this would be of interest to you.

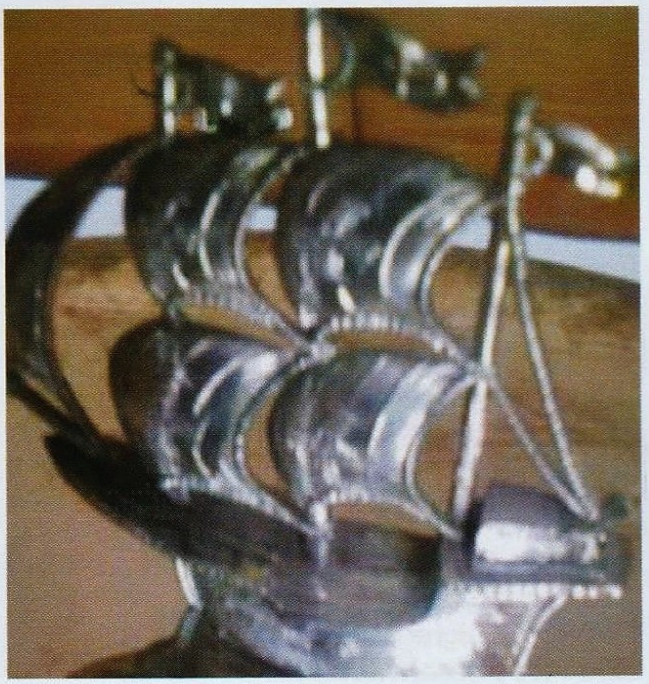
I've attached the first article for you to look at (see Page 8) and if you like it I can send the second one for inclusion in a later edition of the magazine. If you decide this is not what you are looking for just delete it.

Kind regards
Mark Smith
Loughborough, Leicestershire

Any ideas??

Greetings from Porto! Prof. Dr D. J. M. Soulas-de Russel.

Dominique.Soulas-de-Russel@hfwu.de



Sir John Black's birthday

Dear Triumph Club,

Last year I reached out to as many Triumph clubs as I could find around the world, encouraging everyone to celebrate Sir John Black's birthday on February 10, the man who bought Standard/Triumph after the second world war and built many of the Triumphs we enjoy today.

I received a great response with close to 150 photos sent to me from all over the world: Australia, New Zealand, South Africa, Finland, UK, across the USA and more.

It's that time again to send out my request so it can be published on club websites, calendars and newsletters.

The concept is to go for a drive in your Triumph: on a country road, out to lunch, to the market, to work, where ever. Go for a drive alone or with a bunch of fellow Triumph club members. Take a spouse, buddy, child, grandchild or dog. Go for a drive and then take a photo.

The photo should be mainly of the car, ideally in a cool spot or in front of a landmark, also in front of a market, hardware store or workplace is all good. Then send me the photo with basic info: name and place photo was taken and the year and model of the car. Remember, this should be a photo taken on February 10.

Last year I posted all the photos online, https://ttscc.shutterfly.com/pictures/3178, and a large selection were published in the US national magazine of the Vintage Triumph Register, https://vintagetriumphregister.org.

If you live in part of the world where your car is stored for the winter, or your car is in restoration, you can still participate. Take a photo of the car in the garage and send it in.

I have set up a special e-mail address to enable you to send all your photos to: driveyourtriumphday@gmail.com.

Please contact me with any questions you may have, and thank you in advance for getting the message out to your members to drive their Triumph on February 10.

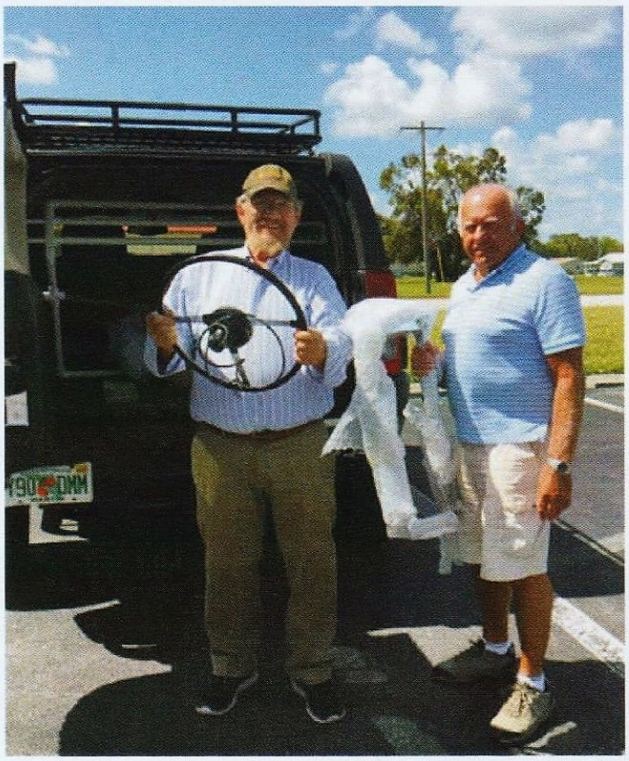
Regards
Rye Livingston, Activities Chairman
Triumph Travelers Sports Car Club

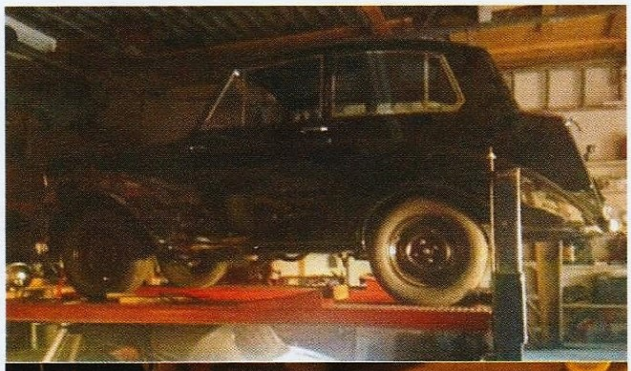
Letters

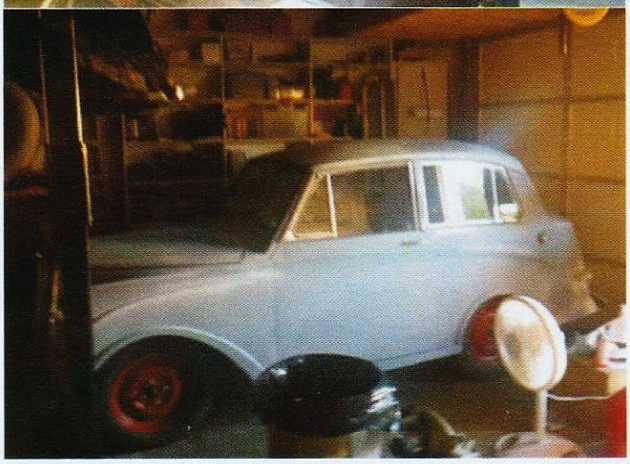
Florida delivery

Dear Nico,

Pictured below are Bud Elder and myself, we met up in Sebring, Florida. I had brought over a number of spare parts for Bud who has two Mayflowers (also pictured).







We spent a pleasant time together in a nearby restaurant where Bud very kindly treated Joan and I to lunch.

I am sure Bud will enjoy fixing his newly acquired parts to his beloved Mayflowers.

John Gogay
Member 262

Preserving the future

by John Banks

WE WERE INVITED to an open day at Lubenham for Triumph cars, which is now where Mayflower spares are stored. The facility is superb, with secure storage and a permanent staff presence, which have been very welcoming to the club, helpful, and allowed us the room to keep the Mayflower on the road.

There is also a small museum and shop packed full of fascinating Triumph artefacts, well worth a look.

On the day two Mayflowers attended, it may have been three but the weather was cold and damp, not great conditions for classic cars, but it was important to give Chad Brown's car a run after overhaul. It was its first proper run, and if there were any problems, provided we got there, like minded people were available to help.

In attendance were Paul Burgess with his car (NKA 947) and Chad Brown (617 YUA). Both vehicles ran well all day and gained admiring looks from Triumph enthusiasts. I also attended at this event, so we had a great compliment of club members, all able to promote the vehicles and gain a stronger bond with the people who look after this facility and preserve the future for the Triumph Mayflower.

Chad and Paul's cars outside the TSSC centre

Hinckley Classic Motorshow

by John Banks, 1179

IT WAS THE seventh annual Hinckley Classic Motorshow, so an early start, not due to distance, but because the aim was to gain a good spot in the town centre, to showcase the Mayflower for maximum effect.

Chad Brown's Mayflower, "Little Nell", decided she was not well enough to attend, so another vehicle in the fleet was his Austin 10 Lichfield, which had a gentle run into town.

If the Mayflower had been ready, after major mechanical work, I am sure we could have joined up with John and Paul to have a convoy of three Mayflowers into Hinckley, but sadly only two could be displayed together.

Above: Chad's Austin; below: line-up of our cars; and top right: Paul's Mayflower

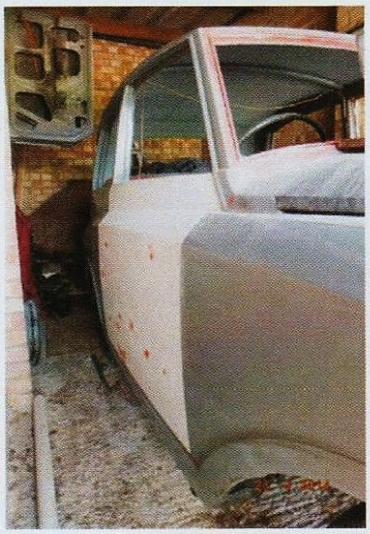
With precise timing, down to luck, we managed to arrive in the queue to park up, right behind the two Mayflowers, so the Austin was manoeuvred next to them, to be an honorary Mayflower for the day. The weather was kind, for September, which resulted in over 600 vehicles attending, even a large steam roller!

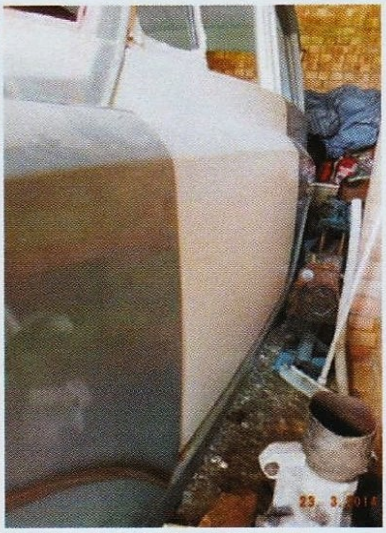
Radio Leicester were covering the event and were doing a car based quiz, about six different makes of car. The clues read: George was the 15th Mormon President? Where's the caramel kept? If they're over 15 years old and worth more than £15,000 they could be here? It brought the Puritans from Plymouth? But this one's from Coventry?

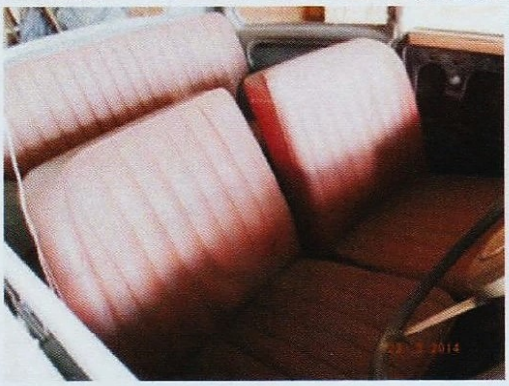
And the answer was, Mayflower! Great publicity for the Triumph Mayflower and with John Castle's vehicle (ODV 692) and Paul Burgess with his car (NKA 947) proudly on display a great day was had by all.

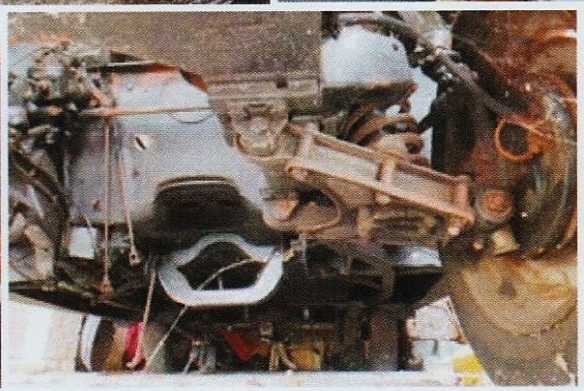
Triumph Mayflower project For Sale

With ALL parts to finish including some pretty hard to get original parts like bumpers, overriders, original interior cloth, etc, etc. The car body has never been welded and does not need to be welded, it is perfect underneath and on the sills which include all four jacking points. The underside has been scraped back from the original paint and undersealed, the door bottoms have been repaired and are ready for spraying with the rest of the car. Front nearside wing has minor damage where an unknown backed into the garage door. This project has to be the easiest Triumph Mayflower restoration out there, just repaint and assemble with the all the parts supplied. Let me say again, there is no rust on this vehicle whatsoever in the body. It has been off the road and stored for at least 30 years. More pictures and price on request. Have lost the space and will be stored outside under canvas before winter if nobody takes it on unfortunately.









Please get in touch with Howard Pryor on 07956 544168
howard.pryor@tiscali.co.uk for more information

Triumph Mayflower Club

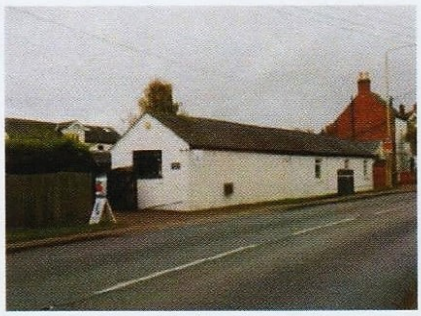
AGM

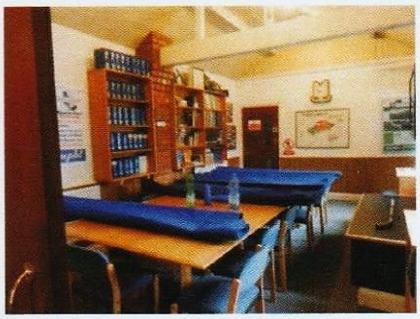
to be held on Sunday, March 25, 2018

at the Triumph Sports Six Club, Main St, Lubenham Market Harborough, Leicestershire, LE16 9TF

between 12.30 pm and 2.30 pm in the meeting room

Refreshments will be available





The TSSC HQ will be open from 11am for members who wish to purchase TMC spares

It would be helpful if members who are intending to attend would let Paul Burgess know in advance to help with arranging seating and refreshments. (Pburgess1956@gmail.com)